



401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20576
tel 202 482-7200
fax 202 482-7272
www.ncpc.gov

Commission Members

Appointed by the
President of the United States
John V. Cogbill, III, Chairman
Richard L. Friedman
Robert A. Gaines

Appointed by the Mayor of
the District of Columbia
Arrington Dixon
Dr. Patricia Elwood

Secretary of Defense
The Honorable Donald H. Rumsfeld

Secretary of the Interior
The Honorable Gale A. Norton

Administrator of General Services
The Honorable Stephen A. Perry

Chairman, Committee on
Governmental Affairs
United States Senate
The Honorable Joseph I. Lieberman

Chairman, Committee on
Government Reform
U.S. House of Representatives
The Honorable Dan Burton

Mayor, District of Columbia
The Honorable Anthony A. Williams

Chairman, Council of the
District of Columbia
The Honorable Linda W. Cropp

Executive Director
Patricia E. Gallagher, AICP

IN REPLY REFER TO:
NCPC File No. 1476

AUG 21 2002

Mr. Doug Laird
Project Manager, Kennedy Center Access Study
Federal Highway Administration
Room 3222
400 7th Street, SW
Washington, DC 20590

Re: Kennedy Center Access Study Environmental Assessment Alternatives

Dear Mr. Laird:

Thank you for the opportunity to review and comment on the alternatives under consideration for the Kennedy Center Access Improvements Environmental Assessment. In general, we are concerned that the selection of a preferred alternative in the September timeframe may be premature given the relatively limited focus on non-automobile modes of access to date. In order to improve access to the Kennedy Center for visitors, employees and patrons, all modes of transportation need to be improved. We believe that the enabling legislation for this study intended that multimodal improvements be provided to improve access to the Kennedy Center and re-connect this important destination with the rest of the city. At this point, pedestrian, transit and bicycle modes appear to be included as an afterthought. Our Commission would not be likely to support a plan that improves vehicular access in the absence of meaningful improvements for the pedestrian and transit modes. In addition, we believe that any adopted plan must also accommodate bicycle movements across the project site.

Of the eleven options currently identified as most likely to survive the Level II screening evaluation, none appear to take a serious look at transit, pedestrian or bicycle access improvements. In general, any option that includes the urban deck is given credit in the screening process for improved pedestrian connections, though the deck provides only one additional pedestrian connection of real value. At the same time, any option that has any possible negative impact on vehicular movement is labeled "poor" relative to vehicular movement on the screening matrix. The colors used on the screening matrix graphics to portray these results appear to skew the screening process toward excessively favoring automobile

Mr. Doug Laird
Page 2

mode improvements. We are interested in learning more information on how screening criteria were applied to each option.

The range of options presented treats improvements to pedestrian access and automobile access as mutually exclusive. This should not be the case. The study team should proceed to develop additional options that create real pedestrian and bicycle improvements while allowing for the existing highways to remain in place. These new options should bridge Option Set #1-6 and Option Set #7-10, borrowing the most promising improvements from each option set. It is illogical to discard real improvements to pedestrian and bicycle connections just because it is impractical to completely restore the street grid. Although NCPC is realistic about the need for the existing freeway connections to remain, we would strongly encourage the development of solutions that also support good urban design. A solution that is more focused on enclosing the existing freeways within tunnels, rather than constructing bridges and decks adjacent to open cuts would be preferable from an urban design standpoint.

In addition, the options fail to focus on changes that could be implemented within the existing urban grid at Juarez Circle and Virginia Avenue to improve walking conditions from the Foggy Bottom Metro station. Minor improvements in directional signage and pedestrian safety could play a significant role in encouraging more patrons to access the Center via Metrorail.

Other comments are as follows:

1. We view a pedestrian connection via E Street as an important component of any adopted design concept; however, we question whether the design of E Street as a bridge running above the E Street Expressway between 23rd Street and the Kennedy Center provides a pedestrian connection that is appealing enough to actually be used. It is not enough to provide a pedestrian connection; the connection must feel safe, comfortable and connected to the surrounding environment. A design that is less like a bridge and more like a surface street would be preferable.
2. In Option Set #1-6, the pedestrian and bicycle connections from the Lincoln Memorial/National Mall area are via a ramp to the Roosevelt Bridge. It is unclear how pedestrians and cyclists will access the Kennedy Center plaza from this ramp.

Mr. Doug Laird
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3. In Option Set #1-6, the depicted pedestrian connection from Constitution Avenue to the Roosevelt Bridge is circuitous and unlikely to be utilized by pedestrians.
4. Option Set #1-6 does not address the bicycle crossing at Ohio Drive or the bicycle crossing at Memorial Bridge, both of which are within the study area.
5. With the exception of one circuitous route between Constitution Avenue and the Roosevelt Bridge, north and south study area improvements do not address bicycle and pedestrian movements in Option Set #1-6. Roadway improvements to the north and south of the Center should simplify walking and bicycling routes rather than make them more complex. Street patterns in these areas should become more urban rather than more highway oriented.
6. The southern edge of the plaza deck should be designed to allow for circulation around the future building site.
7. Improved pedestrian connectivity between the Kennedy Center and the Potomac River should be given greater focus at this phase of the environmental assessment.
8. The existing system of freeways can remain and co-exist with meaningful pedestrian, bicycle and transit connections, such as east-west pedestrian connections between the Lincoln Memorial and the Kennedy Center and bicycle connections from Rock Creek Park to the National Mall. The Commission would support an alternative that allows the system of freeways to remain in place while providing real improvements to pedestrian, transit and bicycle connections. We find some promise in the concept behind option #5, which reroutes through traffic from Rock Creek Parkway onto the Potomac Freeway; however, the new ramps and street connections in the north and south sectors of the study areas require further study to determine how they can fit better into the surrounding environs.
9. None of the Option Set #1-6 options make more than just one or two new pedestrian connections, and there are no new connections from the south.

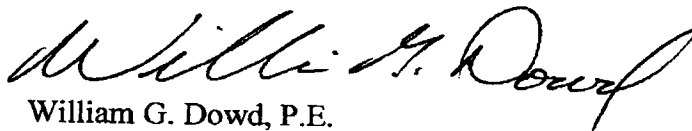
Mr. Doug Laird
Page 4

These comments reflect those that we have voiced at regular project steering committee meetings, in writing and during meetings with NCPC staff, including our most recent meeting between your project team and our Executive Director. We remain concerned that the direction in which this Environmental Assessment is heading is not responsive to these comments.

Additionally, any transportation system improvements in the vicinity of the Kennedy Center must necessarily address the severity of current regional air quality levels and traffic congestion levels. Options that simply encourage more patrons to drive to the Center are not responsive to regional goals.

We look forward to your project team's information presentation at our September 5th, 2002 Commission meeting. If you have any questions, please contact Mr. David Levy at (202) 482-7247.

Sincerely,

A handwritten signature in cursive script, reading "William G. Dowd".

William G. Dowd, P.E.
Director, Office of Plans Review



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IN REPLY REFER TO:
NCPC File No. 1476

JUL 11 2002

Mr. Jack Van Dop
Environmental Specialist
Eastern Federal Lands
Federal Highway Administration
2100 Ridgetop Circle
Sterling, VA 20166

Dear Mr. Van Dop:

We look forward to meeting with the Kennedy Center Access Study team in our offices on July 30, 2002 at 10am. Thank you for arranging this opportunity to discuss the status and direction of the Environmental Assessment (EA) with NCPC staff. As you know, the Commission will take an official action on the project upon completion of the EA, and this meeting will assist us in communicating the Commission's concerns at an early stage.

Our urban design goals for this area are depicted in the Legacy Plan, which lays out broad concepts for the future development of the District of Columbia, but more importantly draws upon the principles of smart growth and transit-oriented development that guide daily decision-making at the Commission. We consider good urban design to be based in part on the provision of transportation infrastructure that allows for the greatest range of choice in transport mode. Successfully reconnecting the Kennedy Center to the surrounding street grid is a viable means of improving access to this important regional institution.

It is important that our upcoming meeting concentrate on the full range of options currently being considered, and on the screening criteria being applied to evaluate these options. We are interested in seeing how each of these options accommodates all modes of transportation and encourages pedestrian movement to, from and across the site; and how decisions about the project's design can strengthen the pedestrian and transit access modes. Such an effort will contribute to addressing the overall traffic congestion now occurring.

Mr. Jack Van Dop

Page 2

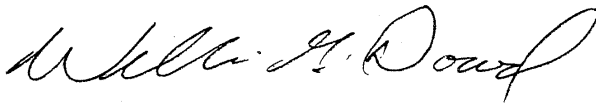
Although pedestrian facilities and transit connections to the site are barely adequate at present, approximately 1/3 of Kennedy Center patrons arrive either on foot, by transit or through some combination of the two. This is a clear indication that improving conditions for these transport modes can assist in providing relief to the overcrowded roadways surrounding the Center while presenting attractive options to driving to Center performances and events.

The Commission is optimistic that access improvements resulting from this process will improve movement across the site as well, particularly for bicyclists who now encounter significant safety hazards in this portion of the city. Additionally, we look forward to the project's inclusion of a pedestrian connection between the Kennedy Center and the Potomac River.

As your study team proceeds through a process that places appropriate emphasis on multiple transport modes to improve access to the Kennedy Center, we are confident that the project team and the project steering committee will develop mutually compatible solutions for accommodating current automobile traffic, while allowing for much improved connectivity to the surface street grid. We look forward to continuing to work with the Federal Highway Administration to develop such solutions.

If you have any questions about arrangements for our upcoming meeting, please contact our project manager for this effort, Mr. David Levy, at (202) 482-7247.

Sincerely,

A handwritten signature in black ink, appearing to read "William G. Dowd". The signature is fluid and cursive, with the first name "William" and last name "Dowd" being the most prominent parts.

William G. Dowd
Director, Office of Plans Review

FOGGY BOTTOM

ASSOCIATION

c/o West End Library
24th and L Streets, NW
Washington, DC 20037



September 3, 2002

Mr. Douglas Laird
Office of Metropolitan Planning and Programs
Federal Highway Administration
400 - 7th Street, SW
Washington, DC 20590

Dear Mr. Laird:

I write on behalf of the Foggy Bottom Association, regarding the Kennedy Center Access Improvements Environmental Assessment. The Association is supportive of the elements presented in "Alternative 4". However, we offer the following qualifications.

Motor vehicle traffic to and from the Kennedy Center through our neighborhood streets is already at unacceptable and unsafe levels. Therefore, we ask that an exit be provided off of the Potomac Expressway into the Kennedy Center parking facilities. Such an exit will reduce traffic on Virginia Avenue and Juarez Circle. Further, in the same regard, we ask that exits from Rock Creek Parkway into the Kennedy Center parking facilities be constructed and that exits from these facilities onto the Parkway be enhanced.

The ever increasing number of tour busses visiting the Center and using our residential streets as a parking lot needs to be addressed. Therefore, we request that your designs provide sufficient parking space under the proposed plaza or elsewhere on the Kennedy Center grounds, for both visiting tour busses and school busses.

Construction noise is always a problem in such a confined area. Therefore, we ask that hours of construction be limited to Monday through Saturday and only between the hours of 7AM and 6PM. Further, in this regard, we ask that off-duty, District or Park Police officers be hired to enforce the quiet times, especially those preceding the 7AM start of operations.

We observe that "Alternatives 7 through 10" would re-grid surface streets and eliminate expressways. Any such scheme is ill-advised. No matter the intent, making the driving of automobiles more unpleasant will not reduce traffic; it will only make the impact of such traffic so much worse for our neighborhoods. In particular, proposed "improvements" to 26th Street and the streets adjoining 26th Street are highly

Mr. Douglas Laird
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objectionable. The resultant damage of such changes to our fragile residential community cannot be permitted.

Neighborhood well-being, air quality and safety are best addressed by the practical improvements proposed in "Alternative 4."

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Cocome", written in a cursive style.

Ronald Cocome, President
Foggy Bottom Association

Cc: Ms. Claudette Donlon
Mr. Michael Hackshaw



**FOGGY BOTTOM AND WEST END
ADVISORY NEIGHBORHOOD COMMISSION (ANC-2A)
MARIA TYLER COMMISSIONER SMD-2A03**

949-25TH Street, N.W. Washington, D.C. 20037 (202) 337 7896
(fax same) Email maria.tyler2@verizon.net

August 30, 2002

Mr. Douglas Laird
Office of Metropolitan Planning and Programs
Federal Highways Administration
U.S. Department of Transportation
400 7th Street, S.W.
Washington, DC 20590

RE: Comments on Proposed Alternative Access Roadways to Kennedy Center

Dear Mr. Laird:

Introduction

As the publicly elected Advisory Neighborhood Commissioner of Advisory Neighborhood Commission 2A, District 03, I am responding to the 11 alternatives being considered under the "John F. Kennedy Center Access Improvements Environmental Assessment" (EA). Residents in the neighborhood I represent are directly and very negatively impacted by a number of your alternatives, i.e. 7, 8, 9, and 10. For your convenience, I attach two maps showing the boundaries of the Foggy Bottom Historic District, which is a part of the District I represent. **Our historic neighborhood is characterized by short blocks of very narrow residential streets, lanes, and alley dwelling systems. It is a pedestrian oriented, intimate and quiet community. Alternatives 7, 8, 9, and 10 would turn local residential streets, such as 26th Street, I Street, and Queen Anne's Lane, into polluted, noisy and dangerous thoroughways. Our parkland west of 26th Street would be ruined. Our cherished neighborhood we have worked so hard to build, and in which we have invested our savings, would be destroyed.**

Background

When alternative accesses to a location are studied and proposed, the studies should not take place in a vacuum. An important characteristic of the District of Columbia are its beautiful established residential neighborhoods whose residents not only pay high taxes, representing the most important revenue category of the city's budget, but also work hard to preserve and enhance the livability of their neighborhoods. Foggy Bottom is one such residential neighborhood. Access to a location, such as the Kennedy Center, can and should be designed in such a way that it does not negatively impact our local residential streets, our historic neighborhood, and thus our quality of life. We no longer live in the 1950s and early 1960s when large sections of communities were destroyed (including in

significant measure ours) for the benefit of commuters, without thought to what possible alternatives to such high-handedness existed. Since then, residents in our community have succeeded, through unrelenting work and with the help, in particular, of the D.C. Department of Public Works (now Department of Transportation), not only to reverse some important aspects of the early damage inflicted, but also **to enhance the intimacy and beauty of our very unique walkable neighborhood.** We should also mention that in the heart of our neighborhood is the Foggy Bottom Metro station, not only within easy walking distance to the Kennedy Center, but also serviced by a regular Kennedy Center shuttle for customers who prefer not to walk.

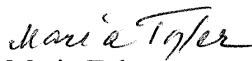
Conclusion

On the basis of the background information described above, and the maps available to us of the 11 Alternatives, residents in the ANC-2A03 District which I represent, strongly oppose the above noted Alternatives 7, 8, 9, and 10.

Finally, I would note that the maps showing the alternatives are very small scale and, with the colored overprinting, are difficult to interpret in some areas. Insofar as any alternatives change streets in residential ANC-2A03, including its Historic District, such alternatives are unacceptable.

Thank you for the opportunity to present our concerns to you.

Sincerely,



Maria Tyler
Commissioner, ANC-2A03

Attachments (2)

cc. BY FAX

Michael Kaiser, Kennedy Center
Mike Hackshaw, Kennedy Center
Dan Tangherlini, Director, DCDOT
Andy Altman, Director, D.C. Office of Planning
Denise Libowitz, National Capital Planning Commission
Charles H. Atherton, Commission of Fine Arts
John Parsons, National Park Service



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

Don Young
Chairman

James L. Oberstar
Ranking Democratic Member

Lloyd A. Jones, Chief of Staff
Elizabeth Megginson, Chief Counsel

December 12, 2002

David Heymsfeld, Democratic Chief of Staff

The Honorable Norman Mineta
Secretary
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Mineta:

The Transportation and Infrastructure Committee recently enacted the John F. Kennedy Center Plaza Authorization Act of 2002 (Public Law 107-224). The purpose of the Act is to improve pedestrian, vehicular, and bicycle access to the Kennedy Center, and to authorize necessary and related transportation safety improvements.

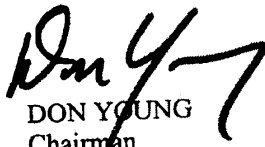
As the U.S. Department of Transportation (U.S. DOT) is the overall manager of this complex project, and to avoid any confusion regarding the scope of the project, we would like to emphasize Congressional intent on this issue. Congressional authorization for the project limits the U.S. DOT to consider methods to redress existing transportation and safety conditions affecting patrons and visitors approaching the Kennedy Center. This is limited to minor modifications on approaches to the Roosevelt Bridge, direct access to and from Interstate 66, necessary changes to the E Street Expressway for construction of a deck and plaza, and modifications along Rock Creek Parkway as outlined by the Access Study report to Congress.

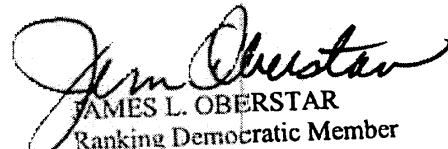
The consideration and delineation of more extensive modifications to the Roosevelt Bridge (Bridge), Bridge approaches, or to other District transportation facilities are the responsibility of the District of Columbia and are not to be included as a part of the Kennedy Center Project. The District is currently studying improvements to the Bridge in compliance with the National Environmental Policy Act. We expect that the District will coordinate with the U.S. DOT on any decisions related to the Bridge in a timely and cooperative manner so that the U.S. DOT may take these decisions into account.

The Honorable Norman Mineta
November 12, 2002
Page Two

We trust this information will be helpful as the Department works through the myriad of issues associated with this landmark project. If there are any questions surrounding the intent of this Committee or the Congress on this matter, please do not hesitate to contact us for further clarification.

Sincerely,


DON YOUNG
Chairman


JAMES L. OBERSTAR
Ranking Democratic Member



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

February 19, 2003

The Honorable Don Young
Chairman, Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Thank you for your letter of December 12, 2002, cosigned by Congressman James L. Oberstar, regarding the John F. Kennedy Center Plaza Authorization Act of 2002. I appreciate your taking the time to clarify the purpose of the legislation.

Your clarification will be helpful in ensuring that the authorized funds are used as intended to improve access to the Kennedy Center. I can assure you that the Department will continue to work with District officials, the National Park Service, the Kennedy Center, and other partners to achieve the objectives of the Kennedy Center Plaza Authorization Act.

An identical response has been sent to Congressman Oberstar. If I can provide further information or assistance, please feel free to call me.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Norman Y. Mineta'.

Norman Y. Mineta

IDENTICAL LETTERS TO:
The Honorable Don Young
Chairman, Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable James L. Oberstar
Ranking Member
Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, DC 20515

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U.S. Department
of Transportation
Federal Highway
Administration

February 24, 2003

Refer to: HFL-1

Mr. John Deatrick
Deputy Director – Chief Engineer
District Department of Transportation
2000 14th Street, NW
Washington, DC 20009

Dear Mr. Deatrick:

The purpose of this letter is to request your assistance in completing the development of alternatives for the Kennedy Center environmental assessment (EA). As you are aware, the Federal Highway Administration has been working in cooperation with the District Department of Transportation (DDOT), the Kennedy Center, and numerous other Federal and local agencies in this effort since February 2002. We thank DDOT for its strong interest in this project and its willingness to search for additional solutions to the access problems affecting the Center.

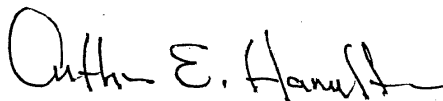
As you will recall, the development of candidate alternatives began in June of last year. At that time, DDOT and other cooperating agencies were invited to submit concepts for consideration and to comment upon alternatives identified by project consultants. This activity, scheduled for completion in September, has yet to draw to conclusion.

We are very interested in working with DDOT to ensure that your concerns are being met within the constraints of the project scope. In the autumn of last year, DDOT indicated that it would develop and deliver a new alternative in December to be considered by the Steering Committee. We appreciate DDOT's commitment to finding another alternative for the project, and we value your continued willingness to develop the alternative for consideration. However, since we have not received complete information concerning the proposed alternate, other project concerns dictates that the development of candidate alternatives needs to be completed as soon as possible. We do not have the luxury of spending an indefinite period-of-time in this effort. Therefore, we are requesting that your completed study concerning the proposed alternate be submitted by March 4, 2003. Upon receipt, FHWA will forward your submission as a candidate alternative in the EA.



The FHWA is available to continue to assist you as you work to meet this deadline. We look forward to hearing from you.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Arthur E. Hamilton". The signature is fluid and cursive, with the first name "Arthur" being the most prominent.

Arthur E. Hamilton
Associate Administrator for
Office of Federal Lands Highway

cc: Mr. Gary Henderson, Division Administrator, FHWA, DC Division Office
Mr. Douglas Laird, FHWA, HFL-1
Mr. Robert Morris, FHWA, HFL-15
Ms. Claudette Donlon, Executive Vice President, John F. Kennedy Center
for the Performing Arts
Ms. Heather Brophy, DDOT, Ward 2 Transportation Planner
Mr. Lawrence Nwankwo, DDOT



Foggy Bottom and West End
Advisory Neighborhood Commission (ANC-2A)

c/o St. Mary's Court 725 24th Street, N.W. Washington, D.C. 20037 (202) 736-1775

MR. DOUGLAS LAIRD
Office of Metropolitan Planning and Programs
Federal Highway Administration
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

September 6, 2002

Re: Kennedy Center Access Improvements: Environmental Assessment (KCAI-EA) 2002-2003
Alternatives Development Stage

Dear Mr. Laird:

Thank you for your continuing appearances at the Foggy Bottom/West End Advisory Neighborhood Commission 2A's (ANC-2A) meetings as well as your efforts to keep the Commission advised of your activities and progress as the Kennedy Center Access Improvements-Environmental Assessment (KCAI-EA) proceeds.

With a project of this size and scope being proposed, there is much concern amongst our constituents about the potential impacts the KCAI project could have on the quality of residential life in Foggy Bottom. As we have mentioned to you and other members of the KCAI-EA team, there has been an overwhelming (some might say excessive) amount of development occurring throughout ANC-2A for the last five years with more in progress and more planned in the near future. One recent traffic study involving Square 37 in the West End of our ANC has predicted dire traffic consequences for that area even with no further development on the square. As you might imagine, we are very concerned about the cumulative effect of all of this development on our residential neighborhood in conjunction with the KCAI project, particularly since none of the projects recently completed, in progress and going forward have dealt with the environmental impact issues by undertaking a full Environmental Impact Study (EIS).

BACKGROUND

Many of our long-term residents recall that in the 1950s and early 1960s, when urban thoroughways became the latest "craze," our residential neighborhood was severely disrupted to accommodate an expansion of K Street and a planned freeway system connecting commuter traffic, primarily from Maryland and Virginia, through Foggy Bottom to the west and north of the city. In the process, all of the residential development, including the historic Peter Houses, west of 26th Street to Rock Creek was demolished. Elevated ramps to nowhere, ultimately never used, were constructed and the area west of 26th Street became an ugly, wasteland—a blight on the neighborhood.

Throughout the last decades our community has worked diligently and closely with many District and Federal agencies to reverse the damage inflicted. Steps were taken to prevent the densely populated residential neighborhood from being used as a thoroughway by commuters between K Street and Virginia Avenue. Further, when the Whitehurst Freeway was rehabilitated, special care was taken to minimize the impact of through traffic on residential Foggy Bottom; (1) the unused ramps constructed as part of the earlier planned thoroughway were demolished; (2) the land west of 26th Street was designated as parkland for recreational purposes only and extensive landscaping was done on the parkland with additional landscaping planned for the property; (3) a pedestrian walkway to Georgetown was constructed along the

residential blocks of 2400 and 2500 K Street, including an avenue of trees on the center median and the two pedestrian medians between central K Street and the service roads; and (4) a Historic District in the center of our community was designated and included in the National Register of Historic Places and rezoned to the low scale R-3 category.

The whole basis of these above measures was a recognition that vehicle-oriented thoroughways had damaged the fabric of a long-existing, historic residential neighborhood and that measures had to be taken to protect this residential community from external traffic and to emphasize the residential character of this part of Foggy Bottom.

THE KCAI PROJECT

With the foregoing neighborhood history, and including the topics raised during our discussions, in mind, ANC-2A has reviewed the 10 Alternatives presented by your team.

- Four of the eleven alternatives, namely 7,8,9, and 10, by opening up the street grid, closing the Potomac Freeway, and turning Virginia Avenue into a thoroughway would irrevocably damage, if not destroy, the residential area to the north. These alternatives seem to be inappropriately attempting to use small, neighborhood streets as “calming” devices by opening them to Kennedy Center (KC) Traffic and other through traffic. The ANC is strongly opposed to these 4 alternatives and any reengineering of our narrow, residential streets, namely extending I Street and Queen Anne’s Lane to 27th Street and extending 26th Street from Pennsylvania Avenue to Virginia Avenue.
- ANC-2A is also strongly opposed to Alternatives 5 and 6 we consider very problematic from a design standpoint with their improbable interchange schemes. As well, they pose a threat to the community to the north due to the relocation of the Rock Creek Parkway closer to the residential community to the east.
- As described in your literature and discussed at the August 7 open house, Alternatives 1-4a are variations on the same theme, with Alternative 4 embodying 3 and 2 combined. Alternative 4a includes only the traffic changes at Ohio Drive and the Potomac Freeway and Virginia Avenue and 23rd Street with no plaza construction, and Alternative 1 includes only the plaza with connections to E Street and no other traffic changes. At the conclusion of the KCAI-EA process, if there is a finding of no significant impact for these alternatives, the ANC would support the components of these alternatives, particularly alternative 4 if the KC plans to proceed with the plaza construction, with the following caveats:
 1. On the extension of the Potomac Freeway to Rock Creek Parkway, we would request that the KCAI team work closely with the community to assure that the new access ramps be designed to accommodate, and to have the absolute minimal impact on, our newly-restored parkland. We would also request that both air quality monitoring and traffic monitoring be put in place at that location and at the far southern end of the KC for a designated period of time after the construction is complete on each segment and that the data be made available to the community.
 2. In conjunction with the Potomac Freeway changes, we request that an exit be included off that freeway directly into the Kennedy Center parking facilities to encourage vehicle traffic away from Virginia Avenue and Juarez Circle. We would also request further pedestrian safety enhancements (the zebra striping in the crosswalks is inadequate protection from the increase in speeding vehicles in the Circle) off of Juarez Circle at the southbound exit onto 25th Street, which has become increasingly dangerous for pedestrians since the KC access road was relocated there along with an exit leading to the interstate, both of which attract fast-moving vehicular traffic.

3. Because of the large percentage of your patrons coming from Virginia and Maryland, we would support the construction of exits from Rock Creek Parkway into the KC parking facilities to accommodate them and to discourage their entry onto the neighborhood streets. As well, we would support the enhancing of the F Street entrance onto Rock Creek Parkway to facilitate access and movement.
4. As we have discussed with KC staff, we would also request small but important considerations and changes regarding the shuttle buses to and from the Metro—we would support a switch to natural gas and/or electric buses to mitigate the fumes and the noise in the neighborhood. In the same vein, we would request and support accommodation at the KC parking facilities of the ever-increasing numbers of planned and unplanned tour buses visiting the KC as a tour destination, and using our streets as temporary parking facilities.
5. Because we are a pedestrian-oriented community, we support the enhancements in the KCAI-EA alternatives that encourage and enhance the safety and enjoyment of the pedestrian experience. We support the opening of the KC terrace via stairs to the Potomac and request further community input into that effort. We would also request that any and all efforts be made to enhance the treescape in this neighborhood, both for environmental and aesthetic reasons, in conjunction with the KCAI project.
6. And, finally, because of our many problematic experiences with other major construction projects abutting the residential areas throughout ANC-2A over the last few years, the ANC also would request that the Kennedy Center work with the community and District agencies to create and support a system to mitigate and prevent these negative impacts on our residents.

We thank you for your consideration of our comments.

Sincerely,

Elizabeth B. Elliott
Chair, ANC-2A

cc: Claudette Donlon, Kennedy Center
Mike Hackshaw, Kennedy Center

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Mr. Doug Laird
Federal Highway Administration
Planning and Environment
Office of Metropolitan Planning and Programs
400 7th Street, S.W.
Washington, D.C. 20590

Reference: Kennedy Center Access Improvement Study

Sir,

The following comments are provided in response to questions from the Kennedy Center project consultant:

Question 1: Can DDOT accept replacing the Potomac Freeway and the E Street Expressway with a surface street grid system?

Answer: DDOT is interested in reviewing alternatives that restore the street grid. However, further engineering studies are essential to develop workable alternatives that would replace the Potomac Freeway and the E Street Expressway with a surface street grid.

Question 2: What is DDOT's policy on triple and double left turns (Eastbound Constitution Avenue at 25th Street)? 25th Street when extended would require left turns.

Answer: Double left turns are acceptable; triple left turns could be dangerous; weaving would be a problem in the turn.

Question 3: What traffic growth should be used for future years?

Answer: DDOT designs for 20 to 25 years lifespan.

Question 4: How important are the free flow connections between the Whitehurst Freeway and Potomac Freeway?

Answer: Very important. You should consider whether traffic would back up along the freeway into Georgetown and on Key Bridge.

Question 5 : Would DDOT accept degrading level of service?

Answer: No.

Question 6: What level of delay is acceptable?

Answer: Lowest current level to no delay.

Question 7: What is DDOT's position on diverting traffic from Rock Creek Parkway and Potomac Freeway to Potomac Freeway?

Answer: Diverting commuter traffic from Rock Creek Parkway could make it possible for it to become a river drive/bikeway/pedestrian walk and should not be eliminated.

Question 8: What are the essential ramp movements that must be maintained?

Answer: DDOT considers movements to and from E Street, to and from Constitution Avenue and to and from Whitehurst Freeway to be important. We recommend that the study address traffic movement rather than the importance of retaining ramps. For example, can a restored grid coexist with the existing traffic patterns without the spaghetti effect?

Question 9: What is DDOT's policy on pedestrian and bicycle access?

Answer: DDOT encourages pedestrian and bicycle travel and always considers the modes in planning and design.

If you have any questions, please contact Mr. Lawrence Nwankwo on (202) 671-2621.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken G. Laden', written over a horizontal line.

Kenneth G. Laden
Associate Director

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Office of the Director

Dear Steering Committee Member,

The District Department of Transportation is pleased to submit the attached document as a concept to be considered during the ongoing Kennedy Center Access Improvements Environmental Assessment (KCAI-EA). We believe this is a rare opportunity to greatly improve the land uses in the area while also improving access to the Kennedy Center. In order to ensure that this great opportunity is not precluded by other alternatives, the District of Columbia has hired consultants using District funds to develop an alternative concept that meets the long-term goals of the District and the Kennedy Center.

This concept is meant to improve pedestrian, bicycle, transit and vehicular access for both DC residents and visitors. This concept connects the Kennedy Center with the Foggy Bottom neighborhood and the Monumental Core of the City. It increases access points to the Kennedy Center allowing for greater security. It also reduces the series of freeways and parkways surrounding the Center which isolate it from both District neighborhoods and the National Mall.

The District Department of Transportation will be presenting this concept on January 30 at the KCAI-EA Steering Committee meeting including CORESIM traffic analysis. We strongly urge that this concept be moved forward in the EA process and look forward to continued coordination with the Steering Committee members on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Tangherlini', is written over the word 'Sincerely,'.

Dan Tangherlini
Director